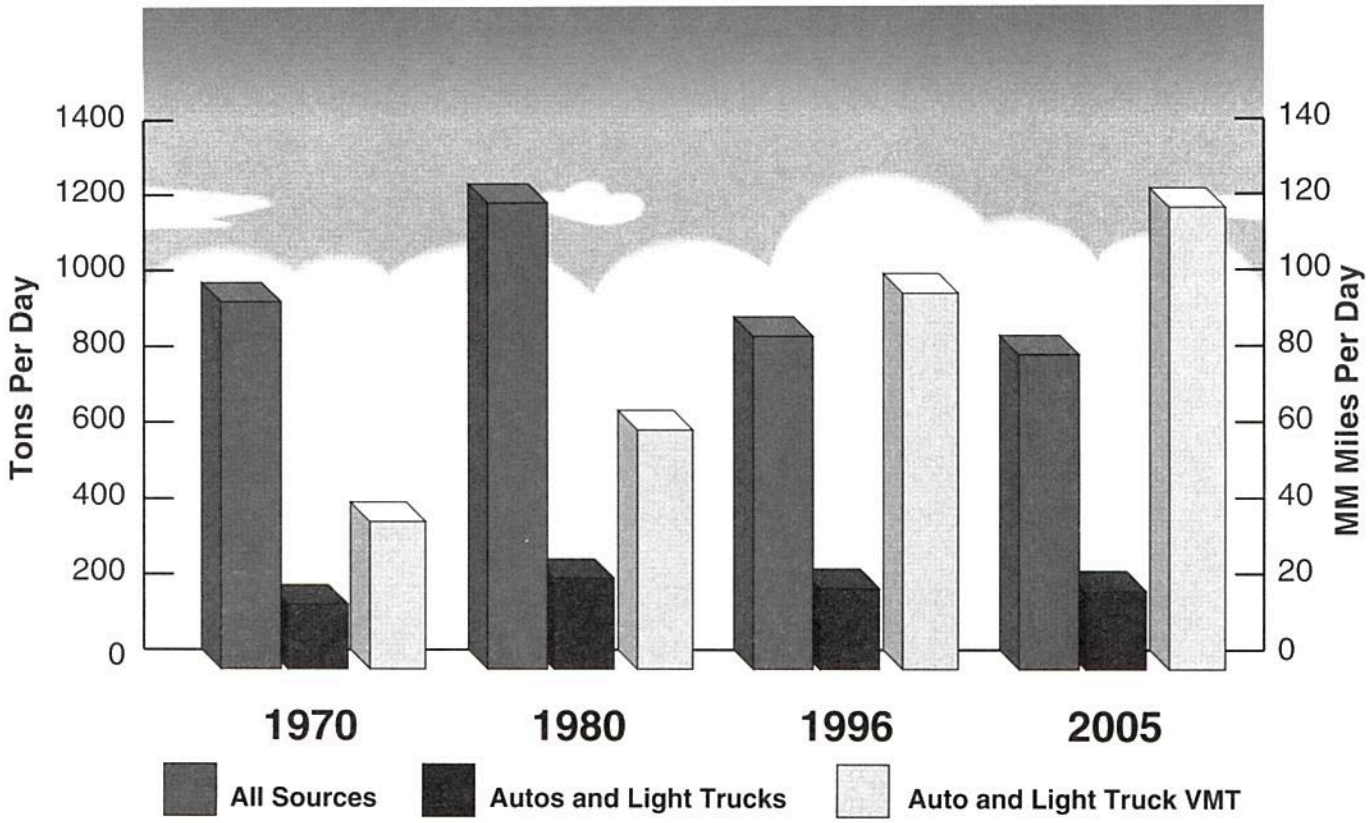
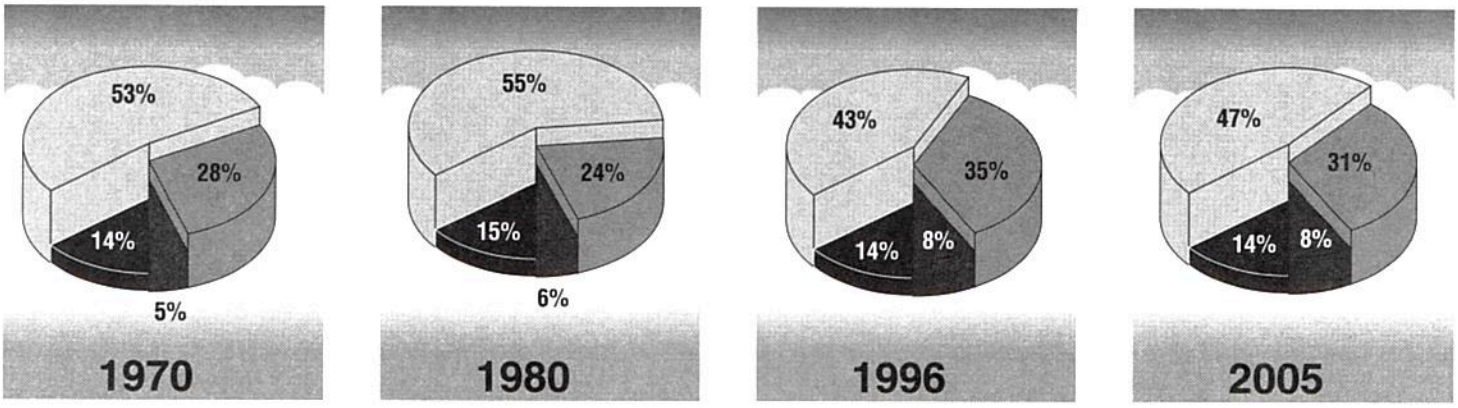
Houston NOx Emissions



Houston NOx Emissions by Source

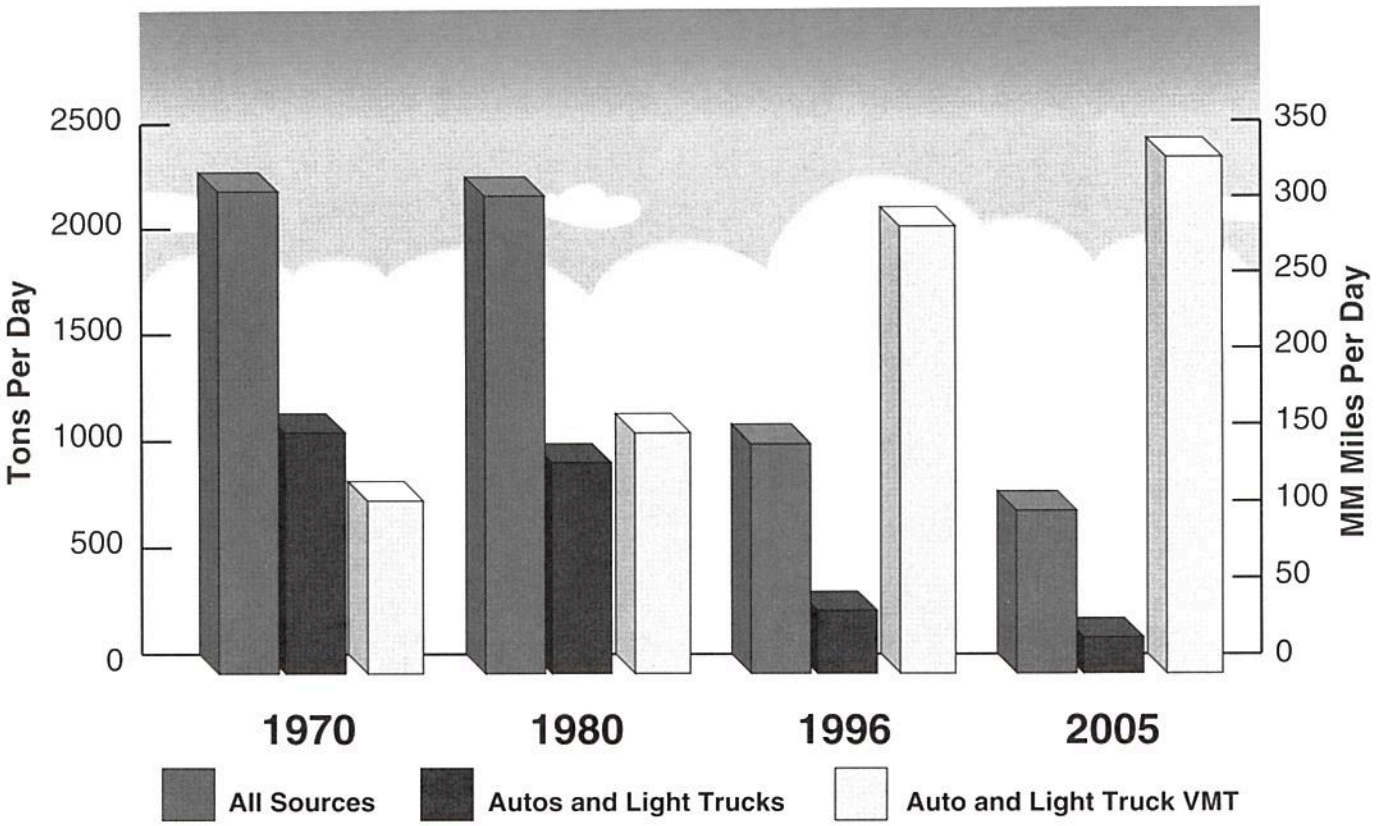


Synopsis:

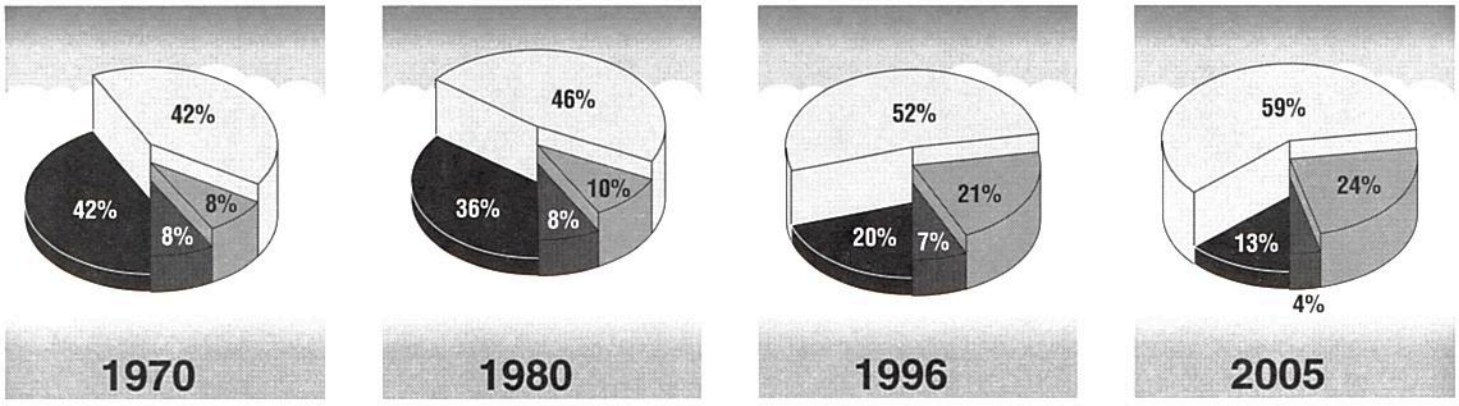
- From 1970 to 1996, NOx emissions from all sources decrease by only 3%.
- NOx emissions from autos decrease by 6% through 1996; projected to reach 15% by 2005.
- Auto reductions achieved despite VMT increases projected at 161% by 1996 and 217% by 2005.
- NOx emissions from sources other than autos and light trucks decrease by 6% through 1996.

Source: Energy and Environmental Analysis, Inc.

Los Angeles VOC Emissions



Los Angeles VOC Emissions by Source

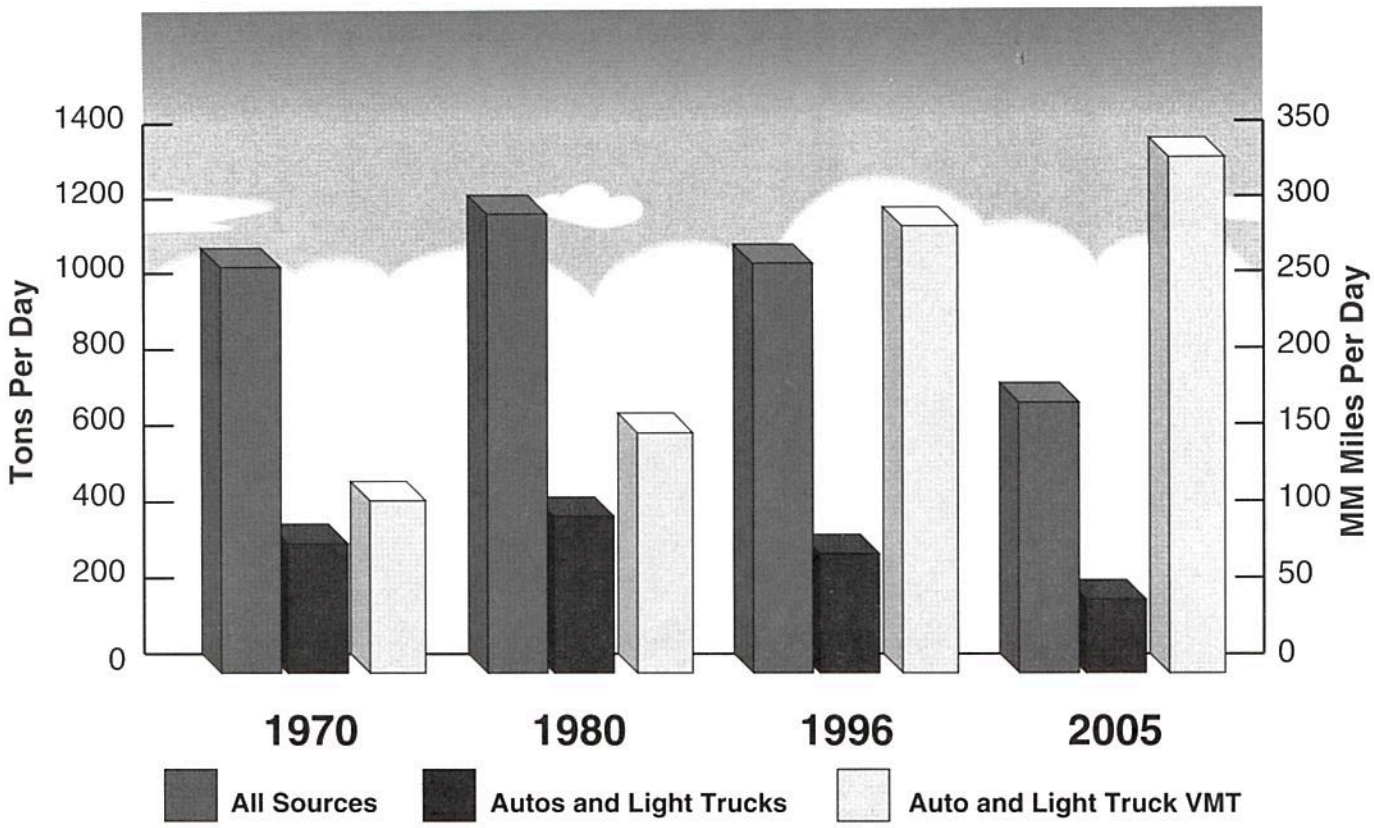


Synopsis:

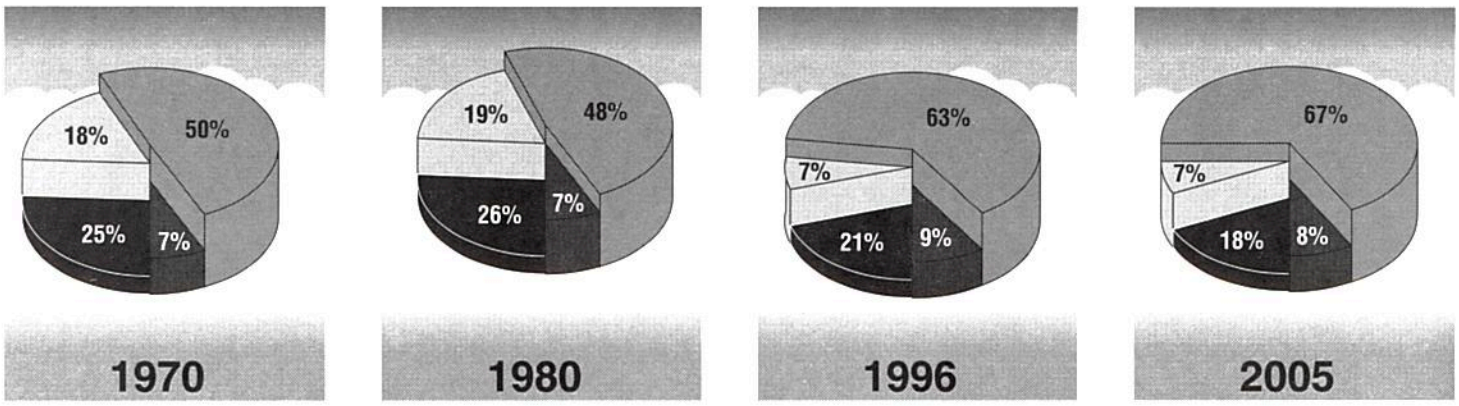
- From 1970 to 1996, VOC emissions from all sources decrease by 53%.
- VOC emissions from autos decrease by 78% through 1996; projected to reach 89% by 2005.
- VOC emissions from light trucks decrease by 61% through 1996; projected to reach 82% by 2005.
- Auto and light truck reductions achieved despite VMT increases projected at 144% by 1996 and 186% by 2005.
- VOC emissions from sources other than autos and light trucks decrease by 31% through 1996.

Source: Energy and Environmental Analysis, Inc.

Los Angeles NOx Emissions



Los Angeles NOx Emissions by Source

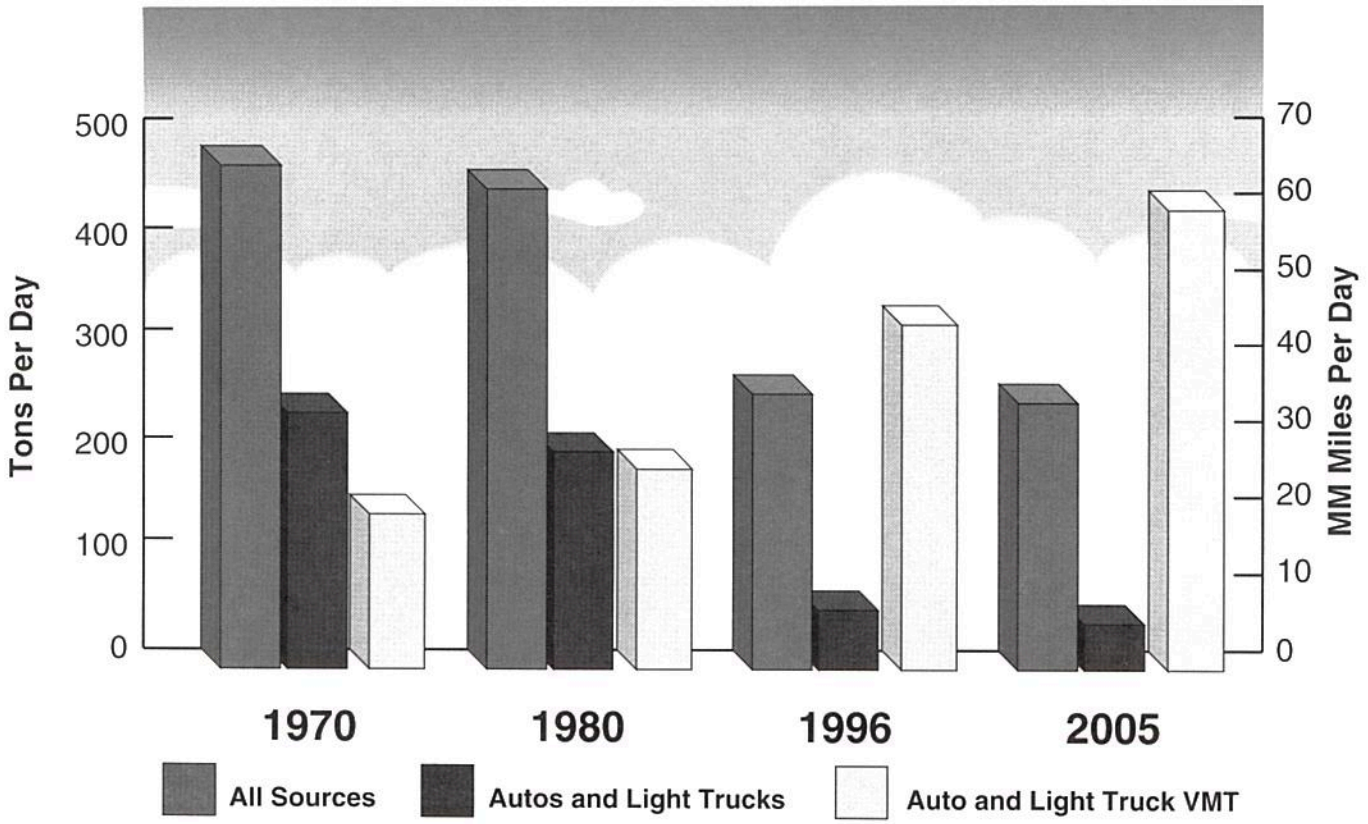


Synopsis:

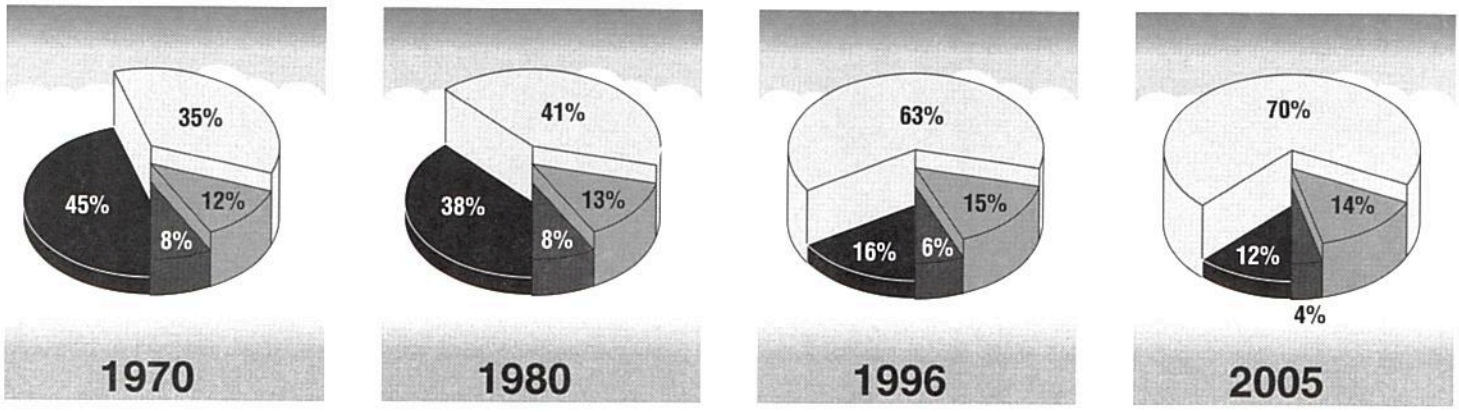
- From 1970 to 1996, NOx emissions from all sources do not change.
- NOx emissions from autos decrease by 18% through 1996; projected to reach 54% by 2005.
- Auto reductions achieved despite VMT increases projected at 144% by 1996 and 186% by 2005.
- NOx emissions from sources other than autos and light trucks increase by 3% through 1996.

Source: Energy and Environmental Analysis, Inc.

Milwaukee VOC Emissions



Milwaukee VOC Emissions by Source

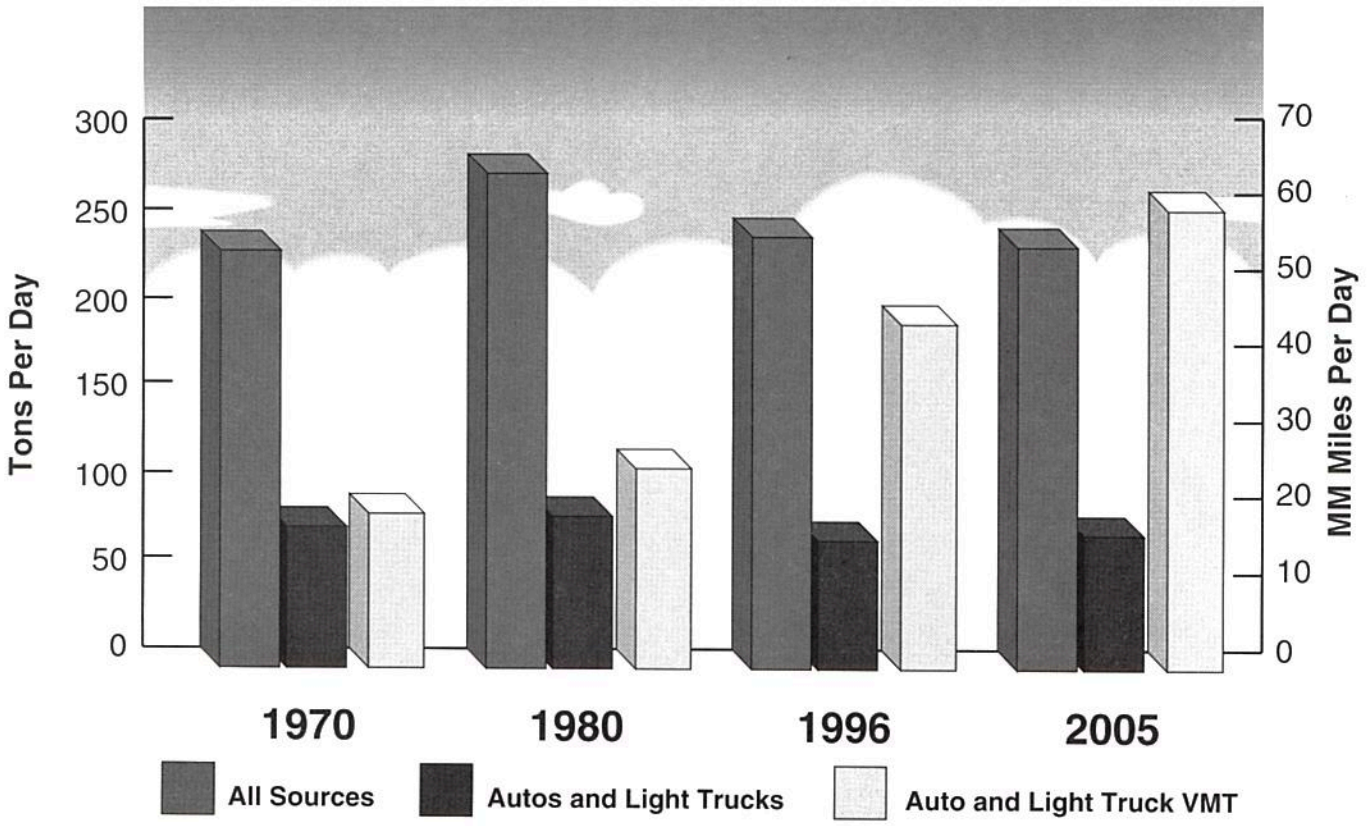


Synopsis:

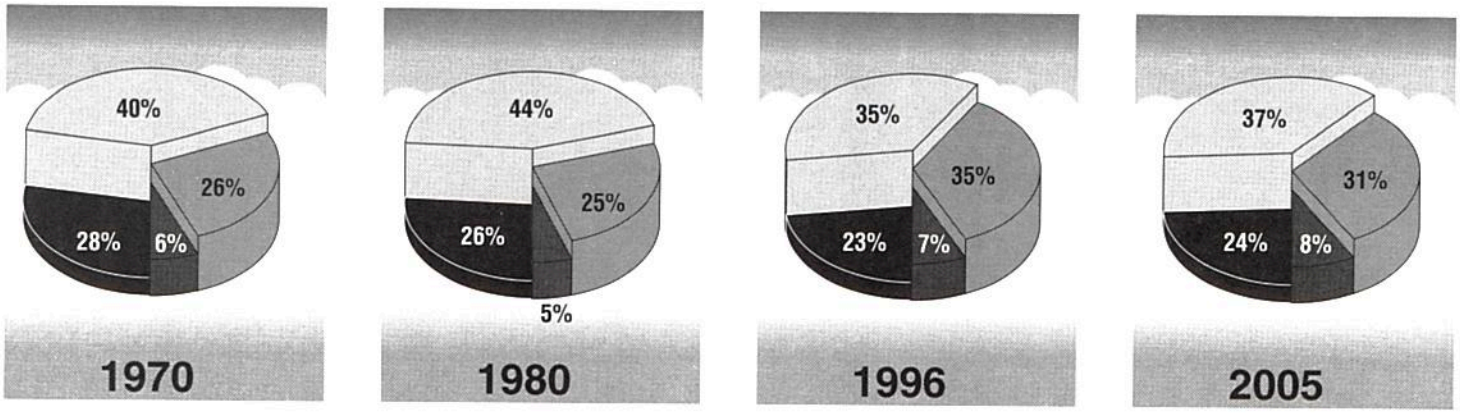
- From 1970 to 1996, VOC emissions from all sources decrease by 45%.
- VOC emissions from autos decrease by 80% through 1996; projected to reach 86% by 2005.
- VOC emissions from light trucks decrease by 64% through 1996; projected to reach 76% by 2005.
- Auto and light truck reductions achieved despite VMT increases projected at 123% by 1996 and 201% by 2005.
- VOC emissions from sources other than autos and light trucks decrease by 9% through 1996.

Source: Energy and Environmental Analysis, Inc.

Milwaukee NOx Emissions



Milwaukee NOx Emissions by Source

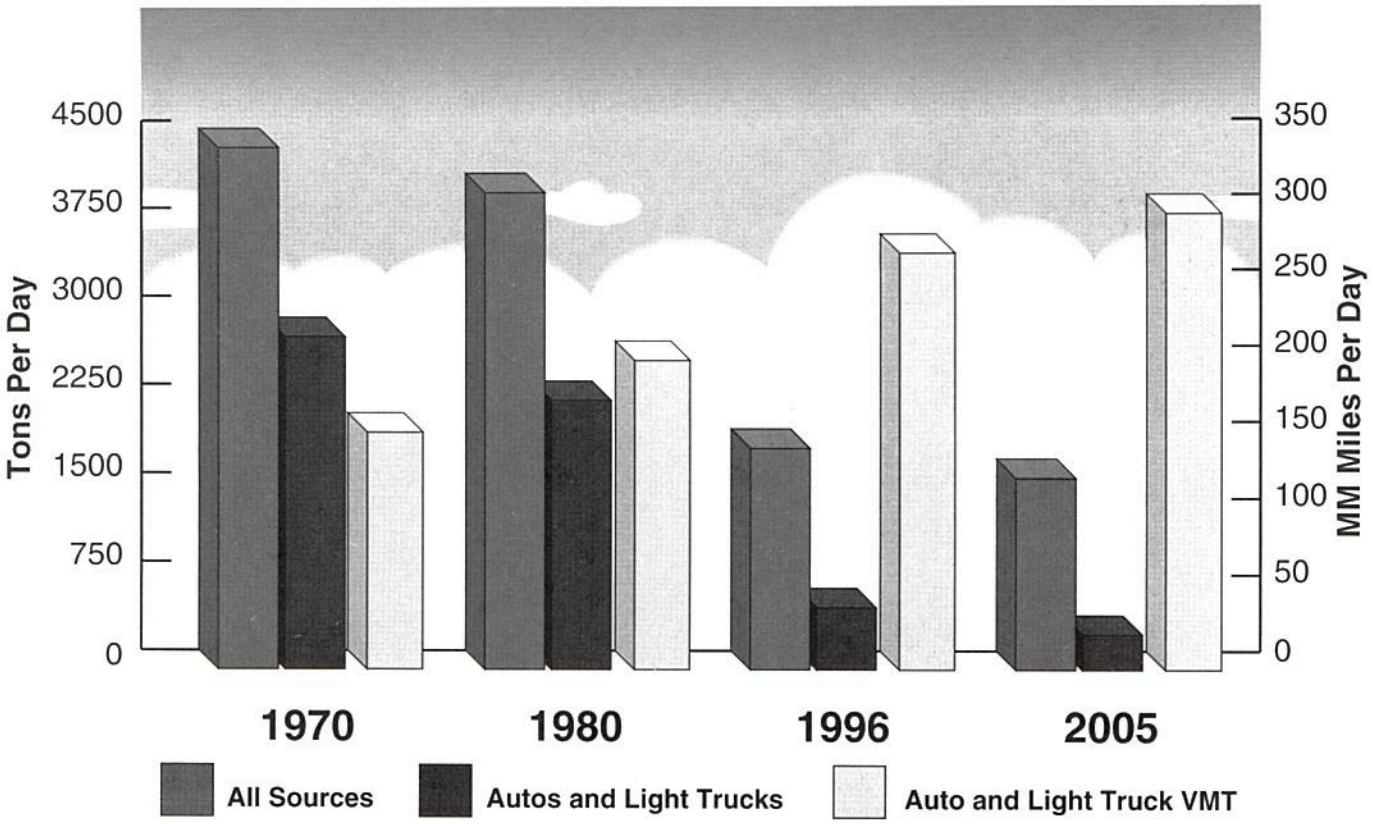


Synopsis:

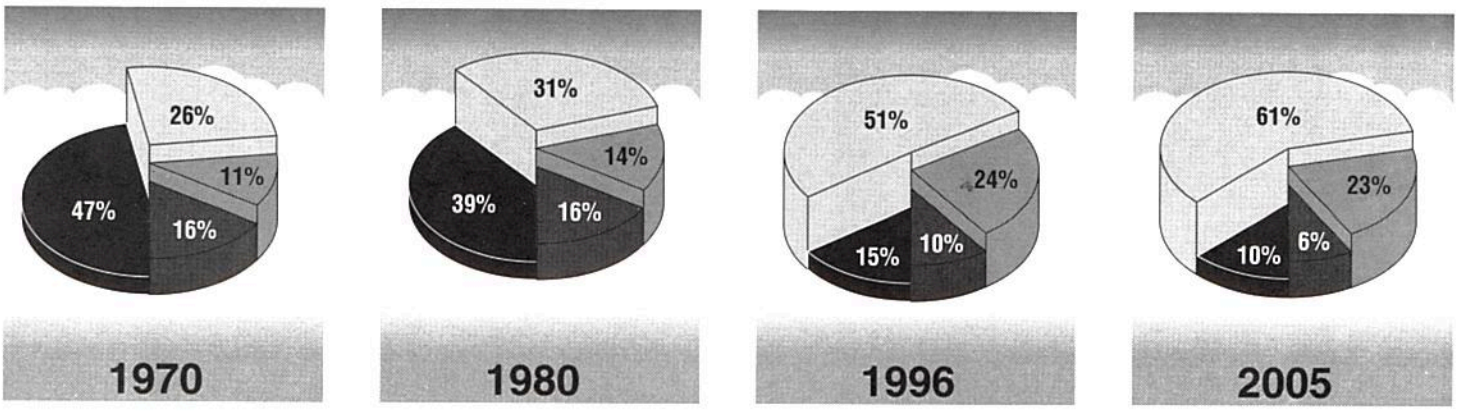
- From 1970 to 1996, NOx emissions from all sources increase by 2%.
- NOx emissions from autos decrease by 19% through 1996; projected to reach 17% by 2005.
- Auto reductions achieved despite VMT increases projected at 123% by 1996 and 201% by 2005.
- NOx emissions from sources other than autos and light trucks increase by 9% through 1996.

Source: Energy and Environmental Analysis, Inc.

New York City VOC Emissions



New York City VOC Emissions by Source

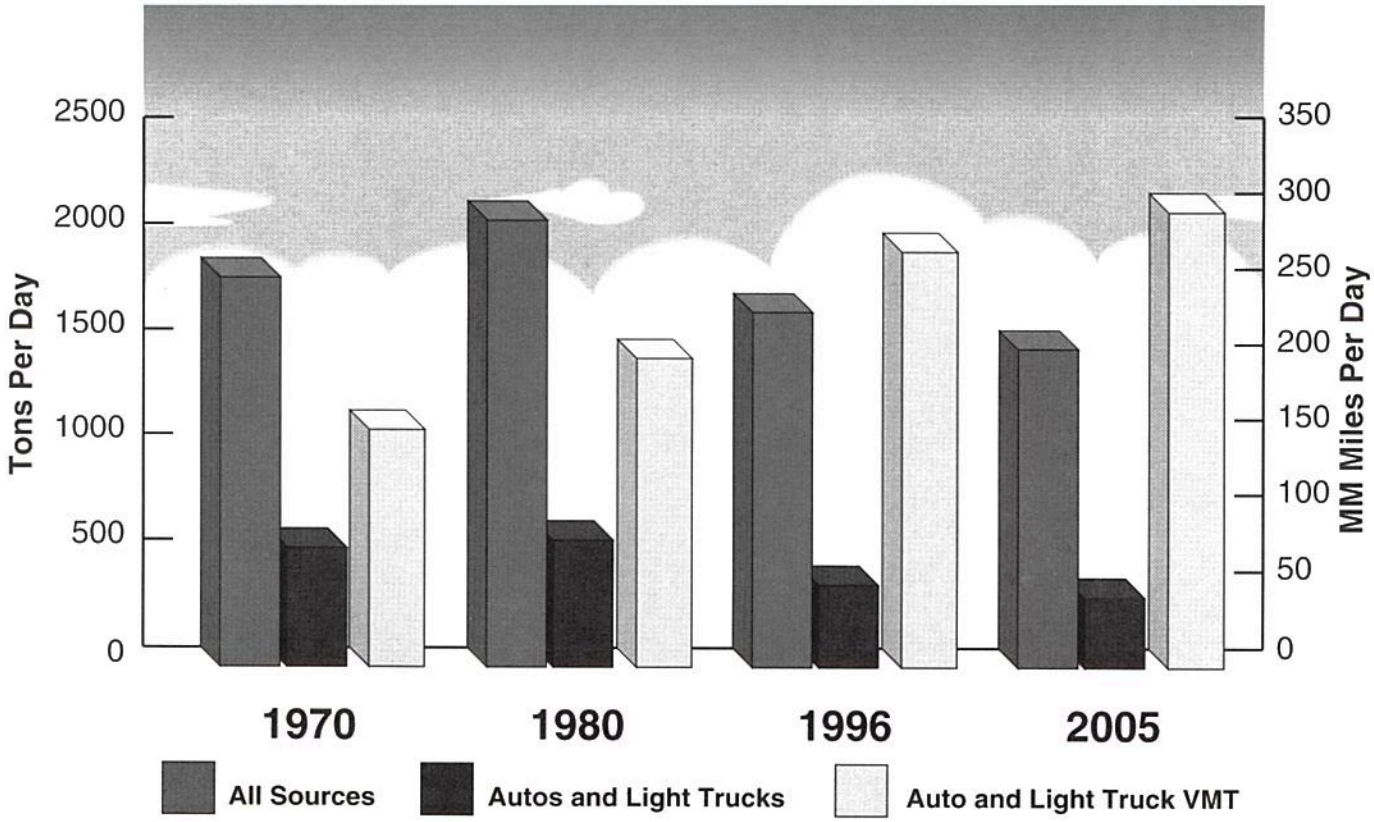


Synopsis:

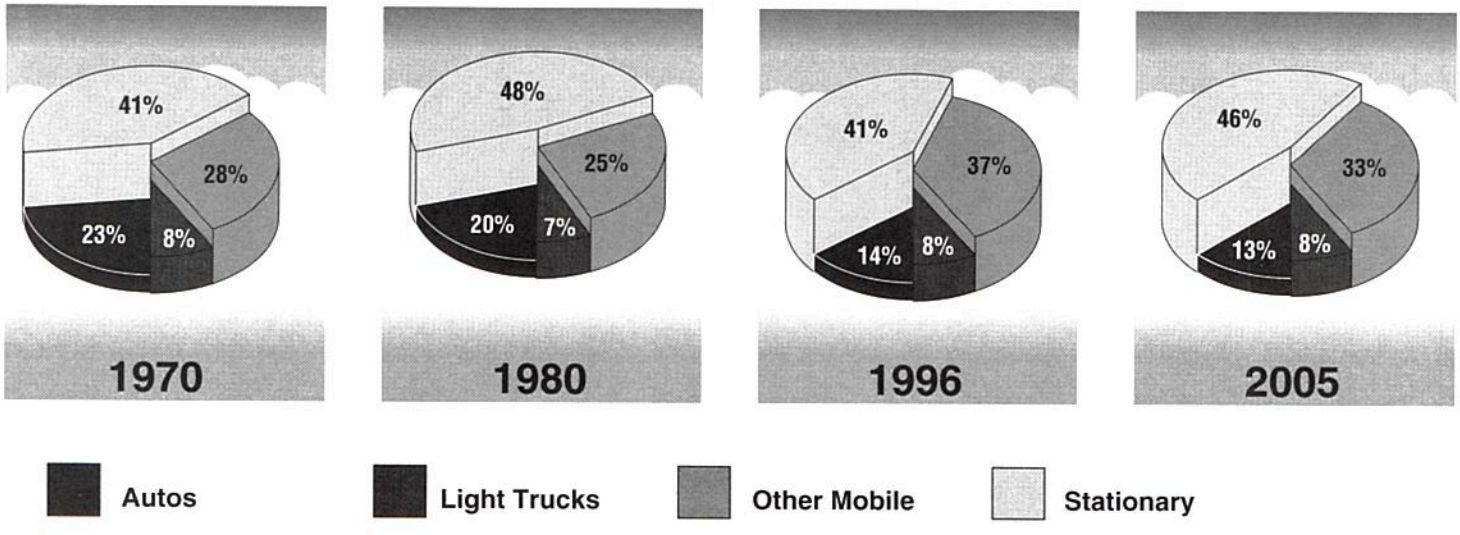
- From 1970 to 1996, VOC emissions from all sources decrease by 58%.
- VOC emissions from autos decrease by 86% through 1996; projected to reach 92% by 2005.
- VOC emissions from light trucks decrease by 75% through 1996; projected to reach 87% by 2005.
- Auto and light truck reductions achieved despite VMT increases projected at 71% by 1996 and 88% by 2005.
- VOC emissions from sources other than autos and light trucks decrease by 16% through 1996.

Source: Energy and Environmental Analysis, Inc.

New York City NOx Emissions



New York City NOx Emissions by Source

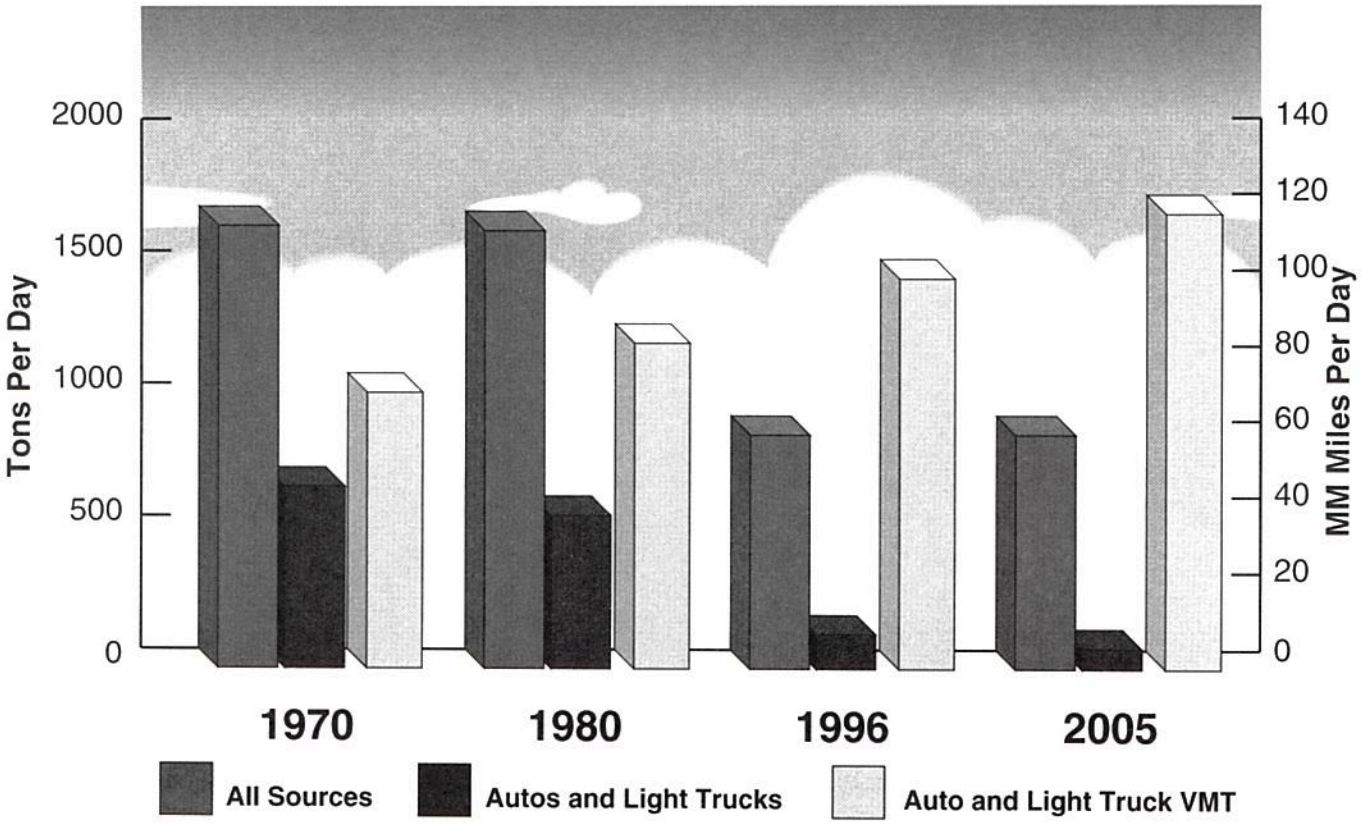


Synopsis:

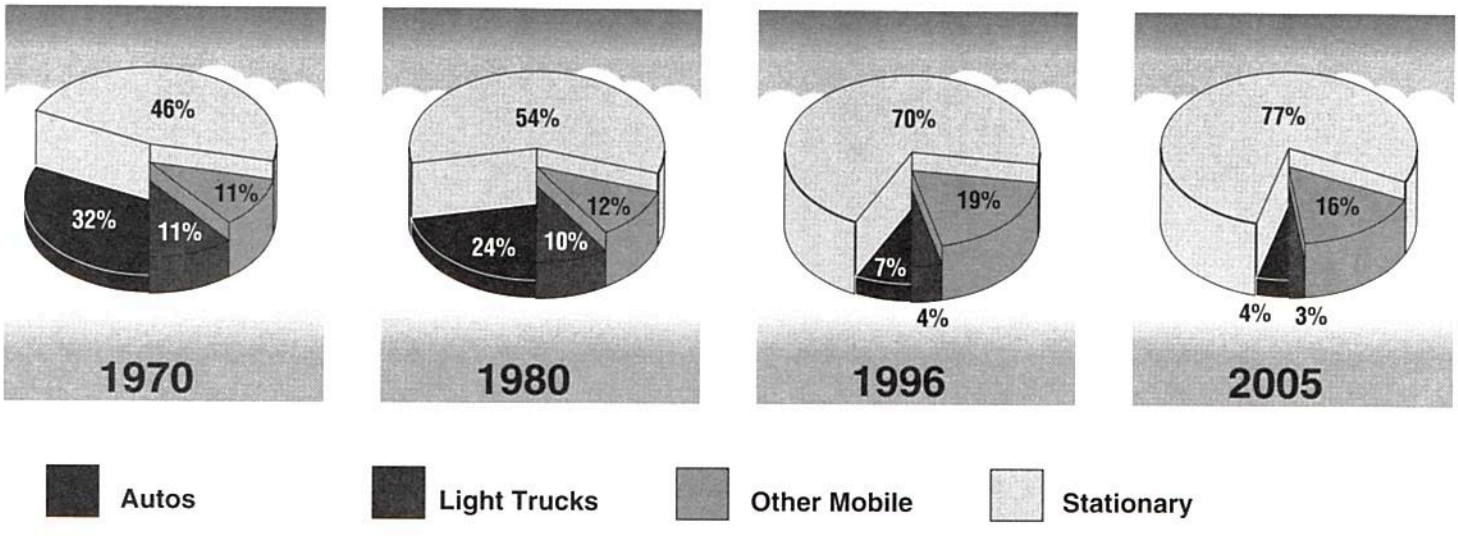
- From 1970 to 1996, NOx emissions from all sources decrease by 9%.
- NOx emissions from autos decrease by 44% through 1996; projected to reach 54% by 2005.
- Auto reductions achieved despite VMT increases projected at 71% by 1996 and 88% by 2005.
- NOx emissions from sources other than autos and light trucks increase by 3% through 1996.

Source: Energy and Environmental Analysis, Inc.

Philadelphia VOC Emissions



Philadelphia VOC Emissions by Source

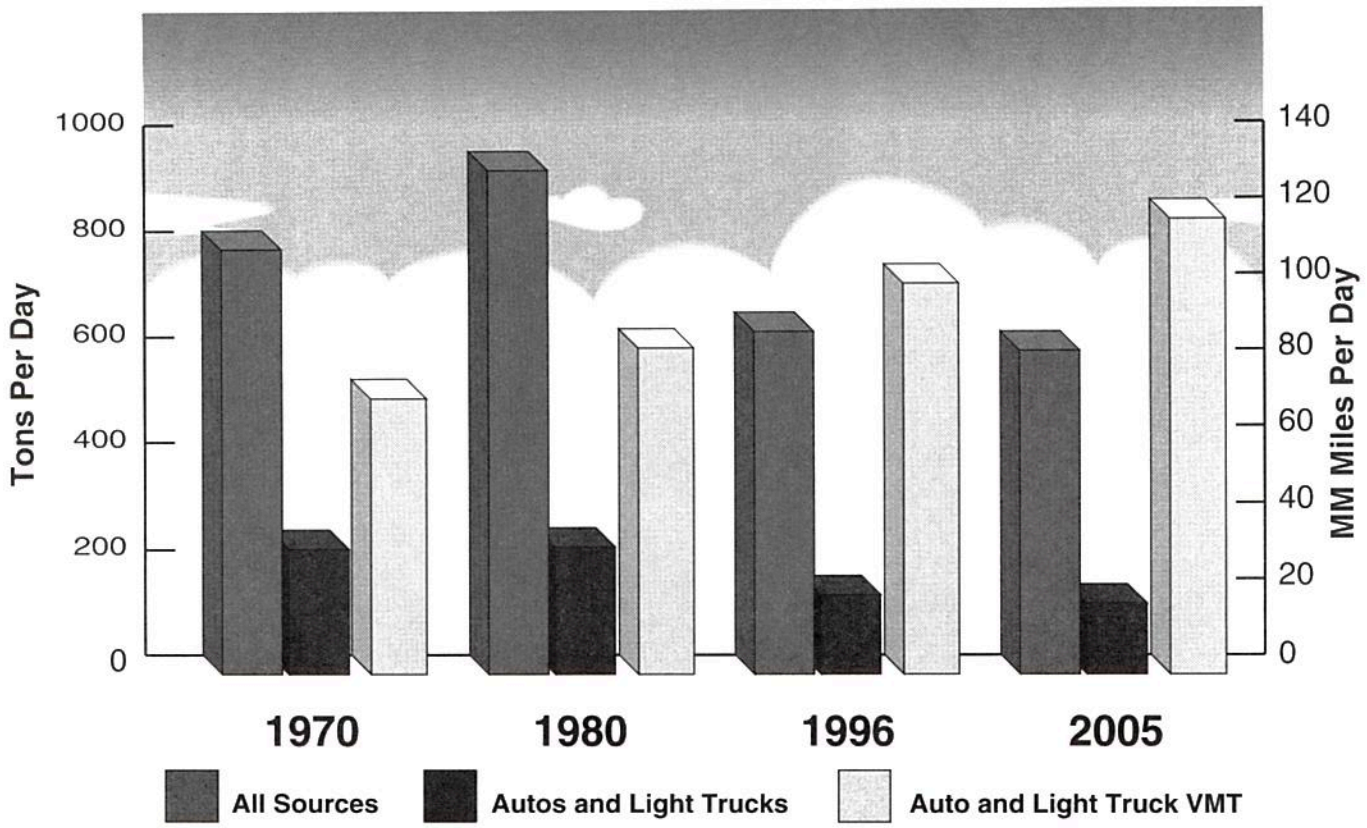


Synopsis:

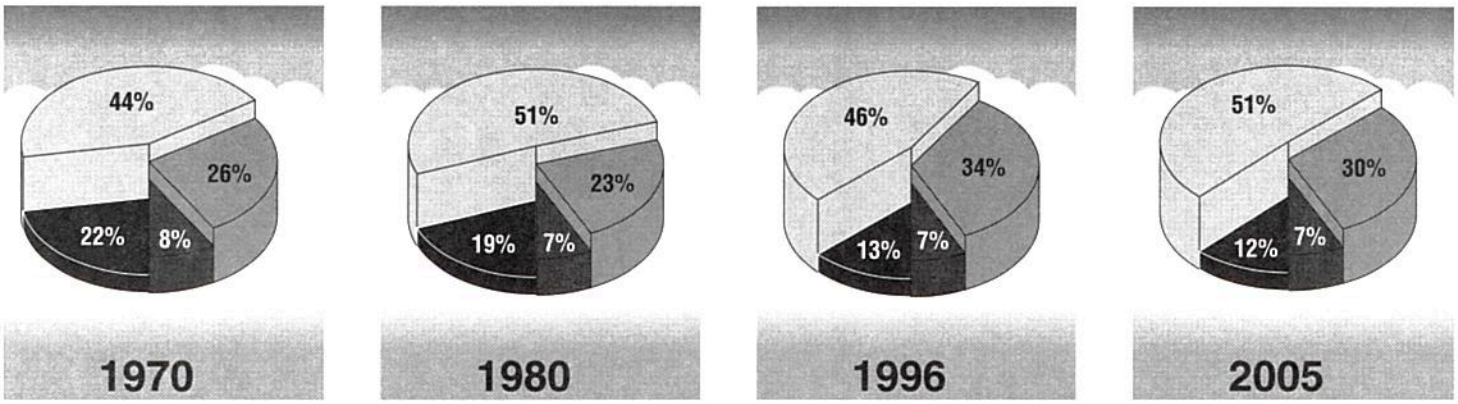
- From 1970 to 1996, VOC emissions from all sources decrease by 48%.
- VOC emissions from autos decrease by 88% through 1996; projected to reach 93% by 2005.
- VOC emissions from light trucks decrease by 79% through 1996; projected to reach 88% by 2005.
- Auto and light truck reductions achieved despite VMT increases projected at 46% by 1996 and 65% by 2005.
- VOC emissions from sources other than autos and light trucks decrease by 20% through 1996.

Source: Energy and Environmental Analysis, Inc.

Philadelphia NOx Emissions



Philadelphia NOx Emissions by Source

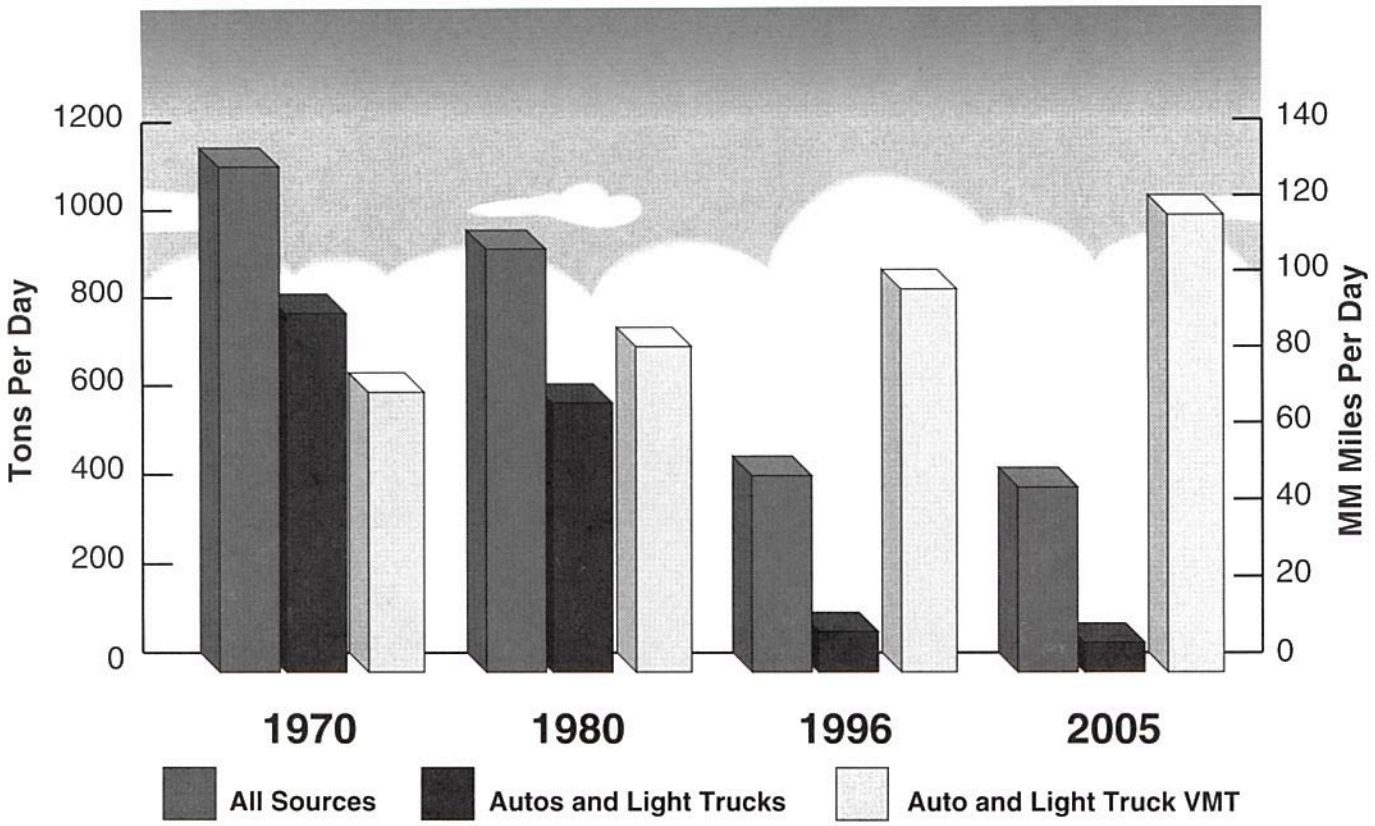


Synopsis:

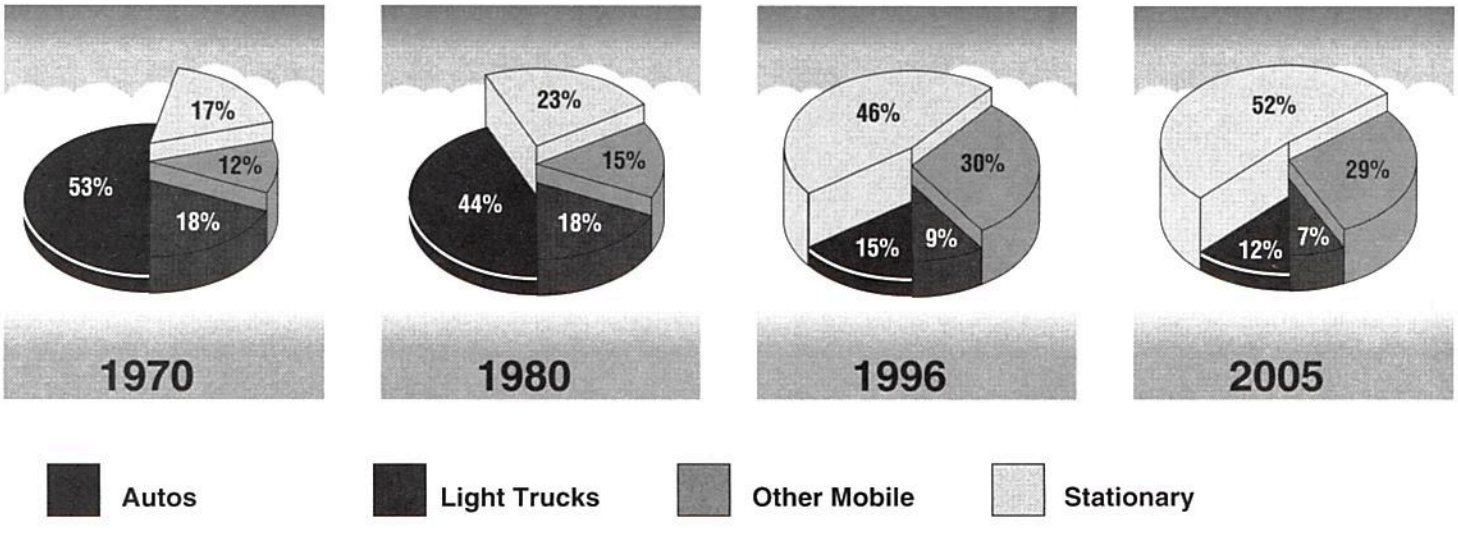
- From 1970 to 1996, NOx emissions from all sources decrease by 19%.
- NOx emissions from autos decrease by 53% through 1996; projected to reach 60% by 2005.
- Auto reductions achieved despite VMT increases projected at 46% by 1996 and 65% by 2005.
- NOx emissions from sources other than autos and light trucks decrease by 8% through 1996.

Source: Energy and Environmental Analysis, Inc.

Washington, D.C. VOC Emissions



Washington, D.C. VOC Emissions by Source

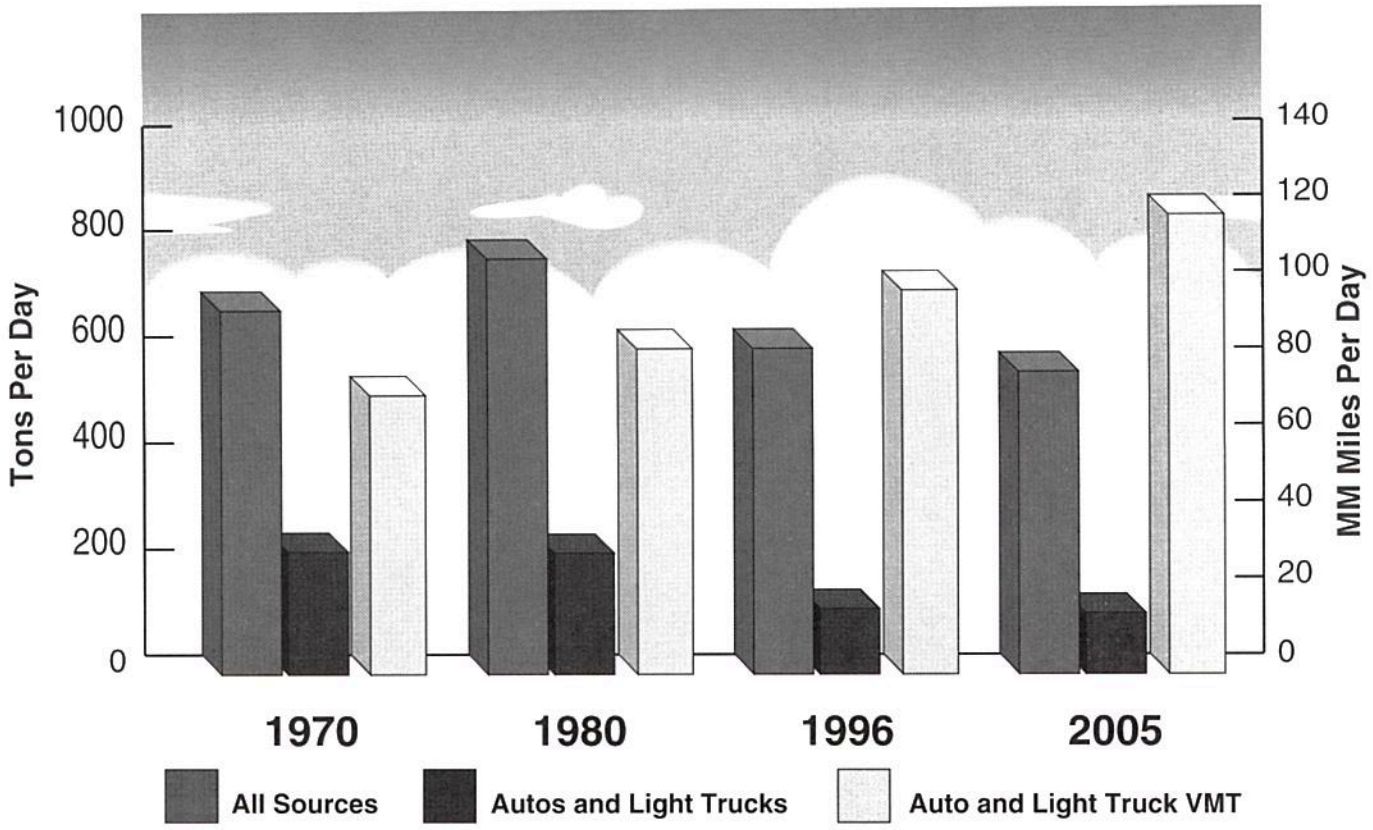


Synopsis:

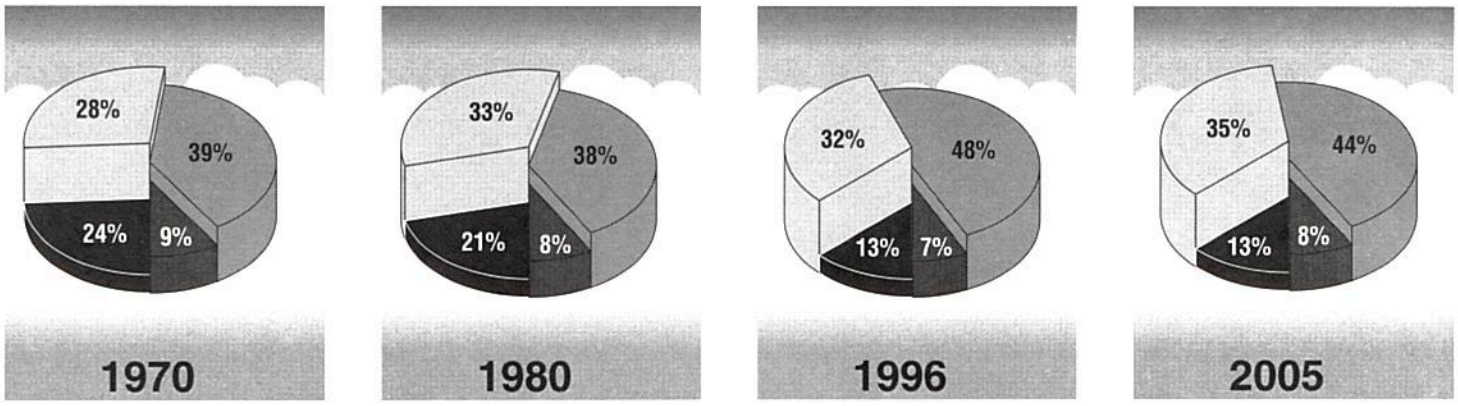
- From 1970 to 1996, VOC emissions from all sources decrease by 61%.
- VOC emissions from autos decrease by 89% through 1996; projected to reach 92% by 2005.
- VOC emissions from light trucks decrease by 81% through 1996; projected to reach 86% by 2005.
- Auto and light truck reductions achieved despite VMT increases projected at 35% by 1996 and 61% by 2005.
- VOC emissions from sources other than autos and light trucks increase by 4% through 1996.

Source: Energy and Environmental Analysis, Inc.

Washington, D.C. NOx Emissions



Washington, D.C. NOx Emissions by Source



Synopsis:

- From 1970 to 1996, NOx emissions from all sources decrease by 15%.
- NOx emissions from autos decrease by 56% through 1996; projected to reach 59% by 2005.
- Auto reductions achieved despite VMT increases projected at 35% by 1996 and 61% by 2005.
- NOx emissions from sources other than autos and light trucks increase by 2% through 1996.

Source: Energy and Environmental Analysis, Inc.

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